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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Latvian SSR)

REPORT

SUBJECT City of Riga

DATE DISTR. 9 March 1961

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REFERENCES

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DATE OF INFO.

PLACE & DATE ACQ.

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the city of Riga

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the city of Riga

Point No. 2. radar sets in this restricted area

The barbed wire fence did not surround the entire area but only the eastern side; there was no barbed wire on the side facing the sea.

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barbed wire from land at an approximate distance of 50 meters.

soldiers at an approximate distance of 300 to 400 meters from the barbed wire they were khaki-colored military uniforms.

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there was camouflaged equipment because of the existence of troops and radar sets and it was a restricted area because of the barbed wire fence, the soldiers, and the radar sets.

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Point No. 3.

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the fishermen aided in security in that they prohibited passage to unauthorized persons.

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Point No. 5. the beacon

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fissures in the iron-plated tower, still bore visible WW II damages, a large electric battery and a metallic bottle, which was of acetylene.

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these beacons (sic) were aids to night navigation and were used only to indicate the entrance to the harbor of Riga.

Point No. 7. restricted area

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[redacted] antiaircraft artillery, (point No. 7a) at an approximate distance of 300 meters. [redacted] the distance between the cannons was 100 meters and [redacted] they were not aligned but rather in a zig-zag disposition.

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[redacted] the cannon were less than 90 millimeters. Esplanada occupied an area approximately 200 m x 200 m and was inhabited by employees of the naval construction and repair shipyards. The three-story brick buildings, which formed a square with a recreational area in the center, appeared to be of post-WW II construction. [redacted] the buildings had no basements. They consisted of one room, kitchen, and bathroom. The houses were numbered but there were no streets. South and east of Esplanada and within the restricted area were rows of old wood barracks occupied [redacted] by employees of the naval construction and repair shipyards and also by authorized fishermen. (See sketch No. 1, the town of Esplanada and its environs on page 14.)

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Point No. 12. [redacted] in the restricted area (point No. 7), entry authorization was rendered at the control point after he showed his Soviet passport and gave the name and address of the person he wished to see. [redacted] name, address, place of work, and passport number were recorded. [redacted]

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[redacted] show [redacted] passport and the authorization to cross the bridge which led to the restricted area. On leaving the restricted area, the same bridge guard took the authorization. [redacted]

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Point No. 19. An old settlement of mainly wooden dwellings inhabited by fishermen. Along the southern side, there were several blocks of four- and five-story brick buildings occupied by shipyard employees on a street between the settlement and the shipyards (point No. 24). The two settlements (points Nos. 18 and 19) and the area occupied by Nos. 24b, 24, 23, and 20 were called Milgravis.

Point No. 21. The approximately 100-meter long and eight-meter wide bridge rested on three concrete blocks and was crossed by a single-track electric railroad. The tracks were even with the paving permitting vehicle passage.

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The eastern half was a swing bridge for the passage of ships. The clearance between the water surface and the bridge roadway was no more than approximately seven meters.

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it was rusty and did not seem to have been greased. The bridge had two sidewalks.

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Point No. 28. This plant did not produce first grade alcohol but second and third grade or from 60 to 70 percent alcohol.

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Alcohol was sold to the public only by prescription.

Point No. 29. the REZ light bulb plant

Point No. 31. these were barracks for naval specialists troops enter and leave the barracks.

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Point No. 35. On several occasions troops changing guard duty.

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no other activity, thus their only mission was to guard the fuel dump (point No. 47).

Point No. 36. Approximately half of the tank cars which arrived at the Mangeli freight train station carried petroleum or petroleum derivatives and half arrived with various other kinds of freight

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The majority of the cars carried raw materials for plants near the station. Some transported construction materials. The same freight cars picked up plant products and scrap. no special characteristics or markings on the tank cars indicated they transported acids or explosives. They bore "No smoking", contains fuel" signs painted in white on a dark background.

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The freight and tank cars were in use at the station in 1959.

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Point No. 46. Almost all of the tank cars entering the fuel dump area were of 50 tons and on Pullman type platforms. They were dark colored and had the inscription "No smoking, contains fuel."

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The dump was located on a slope; thus from an approximate distance of 20 meters from the wooden fence enclosing it the entire installation was clearly visible. The tank cars which entered and left bore the marking "Smoking prohibited" (petroleum). The charging holes were greasy and black. The dump continued the same in 1959. there were pipes leading to the river bank to supply fuel to vessels loaded tank cars enter the installation

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the naval tankers occasionally seen at the river bank arrived empty to be loaded they were lower in the water.

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Point No. 50. This fuel dump was on an eastern slope.

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the tank cars which entered the installation contained fuel because the charging holes and faucets were greasy and black and the tanks had the marking "Smoking forbidden, neft."

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there were fuel pipes to the nearby river. If that was the case, it was undoubtedly petroleum or its derivatives which were conducted warships and tankers arrived to be supplied and the river had an oily coating like that of petroleum or petroleum derivatives. On the bank of the river near the fuel dump, grass did not grow, while on the other side near the islands, it was green. The dump was the same in 1959.

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Points Nos. 52 and 70.

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beaches on either side of the mouth of the Dvina River. The approximately 500-meter wide beach east of the mouth of the river was of uniform composition. There was an approximately ten-meter difference between high and low tides. The offshore gradient was not pronounced; a person of average height had to go out about 100 meters to be covered. Five hundred meters inshore there was a 40-degree rise of about two meters. This level extended about 40 meters inland, where another rise of approximately 30 degrees began.

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This slope was undulated and was planted with pine trees. The beach and the soil for kilometers inland was completely sandy. [redacted] entrance to the beach, a dirt road in front of the village of Vetsaki (sic - Vecaki ?). The beach west of the mouth of the Dvina River continued the same as the afore-described to the mouth of the Lielupe River. From that point, it continued the same with the following exceptions, which refer to the stretch of beach about 15 kilometers west of the mouth of the Lielupe River; [redacted]

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The sandy beach was about 50 meters wide with an almost imperceptible gradient. There followed about 20 meters of sandy terrain with a gradient of ten to 15 degrees. A third elevation, which was rolling and uneven had a gradient of about 40 degrees, and there firm ground began. At the base of the third slope, there were short pine trees which became taller and denser with the ascent. The offshore gradient was gentle; a person of average height had to go out about 100 meters to submerge. Parallel with the beach 400 to 500 meters from the sea, there was an asphalt highway with asphalt side roads leading to the beach in front of the settlements of Zinteri, Mayori, and Kiemeri. There were also dirt roads leading to the beach from the towns of Lielupe, Buldori, and Dubulti. [redacted]

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Point No. 56. The railroad car [redacted] within the military area was an ordinary "pullman" with iron armature and wooden roof and sides. Each side had two central wooden sliding doors and windows at the end. The car was approximately 12m x 3.5m x 3m on its platform. By a simple operation, the axles could be changed so that these cars could be used on different gauges.

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Point No. 58. [redacted]
clinic No. 5 of Stalinskiv rayon [redacted]

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[redacted] a great quantity of bottles, flasks, and packages.

Point No. 61. [redacted] ART naval warehouses [redacted]

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The warehouses were on a gradient and surrounded by a wood fence, except on the side facing the river, which was enclosed by barbed wire. [redacted]

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[redacted] the entrance was always open, [redacted]
two warehouses sealed with rope and a piece of board

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and one warehouse [] was open. The open warehouse contained discarded naval material. []

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The warehouses were not permitted to sell to private individuals, although they could to plants and work centers, but there was not much control. [] there were four sealed warehouses.

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Point No. 62. [] the Army warehouse

Point No. 68. []

[] this was a sanatorium for chiefs and officers of all the armed forces. [] it was a sanatorium for tubercular cases.

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Point No. 73. The naval radio station permanent. []

Point No. 109. This was an old well maintained bridge possibly constructed prior to WW II. The bridge was approximately nine to ten meters wide and the clearance between the water level and the bridge roadway was three meters. The roadway was about six meters wide and the streetcar tracks, even with the paving, also permitted vehicle traffic . []

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Point No. 110. [] bridge carrying a single-track railroad [] It was in existence in 1948 but did not appear old. []

[] The width was no more than approximately four meters and the clearance between water surface and roadway was about seven meters. The shape and construction of the bridge were identical to those of the bridge designated as point No. 21, excepting that this bridge did not have a swinging section. []

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Point No. 125. [] the trucks [] parked in the military installation had three-axle drive [] the trucks were exactly like the ones [] seen on other occasions

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which had three-axle drive, i.e., driving force in each of the three axles, the two rear axles and one steering axle.

Point No. 128. The bridge was approximately 25 meters long and 12 meters wide. The center of the bridge rested on two rows of quadrangular columns. The base of each was about one square meter. The span between the columns was about one meter and the distance between the two rows was approximately ten meters. The height in the center of the bridge was not more than seven meters. The ends of the bridge rested on tēbra firma and were reinforced with concrete walls.

Point No. 135. [redacted] the cement plant [redacted]

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[redacted] long lines of vehicles waiting to load cement. Approximately a third part of these vehicles had Army, Navy, and Air Force license plates.

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Point No. 137. [redacted] one Air Force company guarded these warehouses [redacted] the troop barrack, which formed part of the facade of the installation, was the only two-story brick structure, approximately 20 m x 10 m. On passing along the street next to the facade of the building, it was easy to see through the windows that there were berths in both floors. [redacted] approximately 100 men or a company slept there. [redacted]

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Point No. 163. The entrance to the building was an unknown number on Briana iela. The southern and western sides were bordered by an athletic field of an unidentified institute of higher education (point No. 173).

Point No. 165. [redacted] this was a radio jamming station [redacted]

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[redacted] the Latvians in Riga complained about the existence of the station, which prevented their listening to foreign broadcasts. [redacted] the antenna [redacted]

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[redacted] rested on a four-legged high metal post.

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Point No. 179. [redacted] installation and [redacted] students with Navy emblems of electricians, radar operators, and radio operators on their uniforms. [redacted]

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was for naval specialists.

Point No. 188. [redacted]

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[redacted] park. (See sketch No. 2 on page 15). The northern and western sides of the park bordering hospital No. 1 were surrounded by a wooden fence and the other sides were enclosed by a row of perennial shrubbery. At the southern end, there was an approximately 1.5-meter square concrete structure 1.20 meters high. The rest of the park, not occupied by the paths, square structure, and atomic raid shelter entrance, was planted with flowers and grass in such a manner that no one would suspect there was a raid shelter. People who frequently passed the park, said an atomic raid shelter had been constructed there.

Point No. 194. [redacted] this was a naval specialists' school [redacted]

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[redacted] naval students enter and leave the school.

Point No. 198. The Ministry of State Security (MGB) on the northeast corner of Lenina iela and Fridrikha Engelsa iela had its main entrance on the latter street at an unknown number.

Point No. 219. [redacted]

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[redacted] no antenna or equipment of any type on the roof of the central telegraph office. [redacted] the telegraph office had telephoto equipment [redacted]

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Point No. 235. [redacted] the structure [redacted] in the area of the new building of the Council of Ministers of the Latvian SSR was an airraid shelter. [redacted]

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[redacted] all buildings constructed from 1953 or 1954 had shelters. [redacted] a structure housing high-level Latvian officials would contain a shelter.

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Point No. 236. [redacted] area occupied by the television station. The four-story building was visible from the street [redacted]

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[redacted] the first floor contained television repair shops. Television receivers owned by private residents of Riga were sealed, so that they could not be repaired by amateurs. The receivers were brought to the aforementioned shops to be repaired.

Point No. 247. [redacted] no trucks, search lights, prime movers, or trailers at the park [redacted]

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Point No. 249. It was rumored that the wooden bridge was to be replaced by an iron and concrete bridge. Until the new bridge was in service, a temporary metal pontoon bridge was used.

Point No. 250. [redacted] this bridge [redacted] tanks could cross it. The pontoons rested on sheet metal boats secured with rivets. The height of the bridge at the ends was approximately four meters and in the center not more than six meters. The span between pontoons was about five meters, excepting in the center, where it was approximately seven meters. It is possible that the length of the bridge was 300 meters rather than 400 meters as stated, and the width 11 meters..

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Point No. 257. [redacted]

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[redacted] It was rumored the club was for officers of the three branches of the armed forces garrisoned in Riga. The installation was in existence in 1959.

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Point No. 260. [redacted] military parade [redacted] in Riga [redacted] in May 1956, [redacted]

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[redacted] Invitations were generally given only to those who held responsible CP or government posts. [redacted] officer academy personnel and members of the three services, some artillery units, and a tank unit. [redacted]

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[redacted] The material seemed old although recently painted; the vehicles appeared new.

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Point No. 267. [redacted] no military production at the textile mill, although [redacted] some sheets and underwear might be for the Army. The mill was in operation in 1959.

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Point No. 273. Construction on this building began in 1955 and the foundation work took more than a year to complete. During this phase, a strange construction was noted in the basements which [redacted] was a shelter. [redacted] the physics institute had been installed in this new building in 1959 [redacted]

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[redacted] after it had been inaugurated some construction work continued.

Point No. 274. A large part of the time spent in building the foundation of the Hotel Riga must have been devoted to finding firm ground because the soil in Riga was sandy and there was water just below subsurface. A firm base was achieved by driving chemically treated posts into the ground with steam hammers.

Point No. 279. In this canal all navigation and fishing were forbidden in 1957. [redacted]

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Point No. 321. [redacted]
the fuel depot [redacted]

Point No. 329. This structure was like the others that every rayon in Riga contained (sic) and was there in 1959. The structure was occupied and [redacted] a few militia guards inside or at the entrance.

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Point No. 330. [redacted] this bridge [redacted] tanks and heavy vehicles could cross it. It was the best highway bridge in Riga. The street-car tracks were even with the paving permitting vehicle traffic. Each approximately eight-meter vehicle lane easily permitted the passage of two vehicles. The asphalt sidewalks were approximately two meters wide. This was the longest highway bridge over the Dvina River because it ended in a viaduct (point No. 272). The length of the bridge including the 50-meter long viaduct.

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was approximately 450 meters. It was approximately 25 meters wide. The clearance between water level and roadway was about eight meters in the center and five meters at the ends.

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Mashalkov (fnu), an MVD major in charge of guarding the bridge

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the columns and a third part of the trestles which rested on them were submerged in water. The structure of the bridge was H-shaped beams covered with thick reinforced concrete and on top of that a layer of asphalt.

Point No. 330b. This was the longest bridge over the Dvina River, being approximately 500 meters long and ten meters wide. the electric railroad cars were about four meters wide. The footwalks for the sentries were about 70 centimeters wide. A small island approximately 50 meters wide divided the bridge into two sections. The larger eastern section approximately 350 meters long with a clearance between water surface and the bridge roadway of about seven meters rested on four reinforced concrete trestles faced with hewn stone and had five steel arches. The western section approximately 100 meters long with a clearance between water surface and bridge roadway of about five meters rested on a reinforced concrete trestle in the center. The small island contained on each side of the bridge structure a light fortification for sentries which was surrounded by barbed wire. Both ends of the bridge rested on concrete blocks. The steel bridge structure was constructed on the base of large H-shaped beams connected with other iron elements (sic).

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Point No. 331. a military installation guarded by infantry soldiers.

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Point No. 335b. order in January 1960 for 30,000 steel rings

the machine section of the Red Planet Plant

it was an urgent military order. Civilian plant products were shipped to city warehouses or stores to be sold to the public. Plant products were also shipped to other cities.

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Point No. 336. The trucks housed in this garage belonged to military food products warehouses and were for the sole purpose of transporting products. They had military license plates. The trucks transporting supplies from the military warehouses (No. 335) belonged to various military units. This garage did not house other trucks than those belonging to the military food warehouses. The garage was there in 1959.

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Point No. 359. On two or three occasions in 1956 [redacted] a group of soldiers in khaki uniforms with infantry shoulderboards leave this barracks to bathe in the Dvina River.

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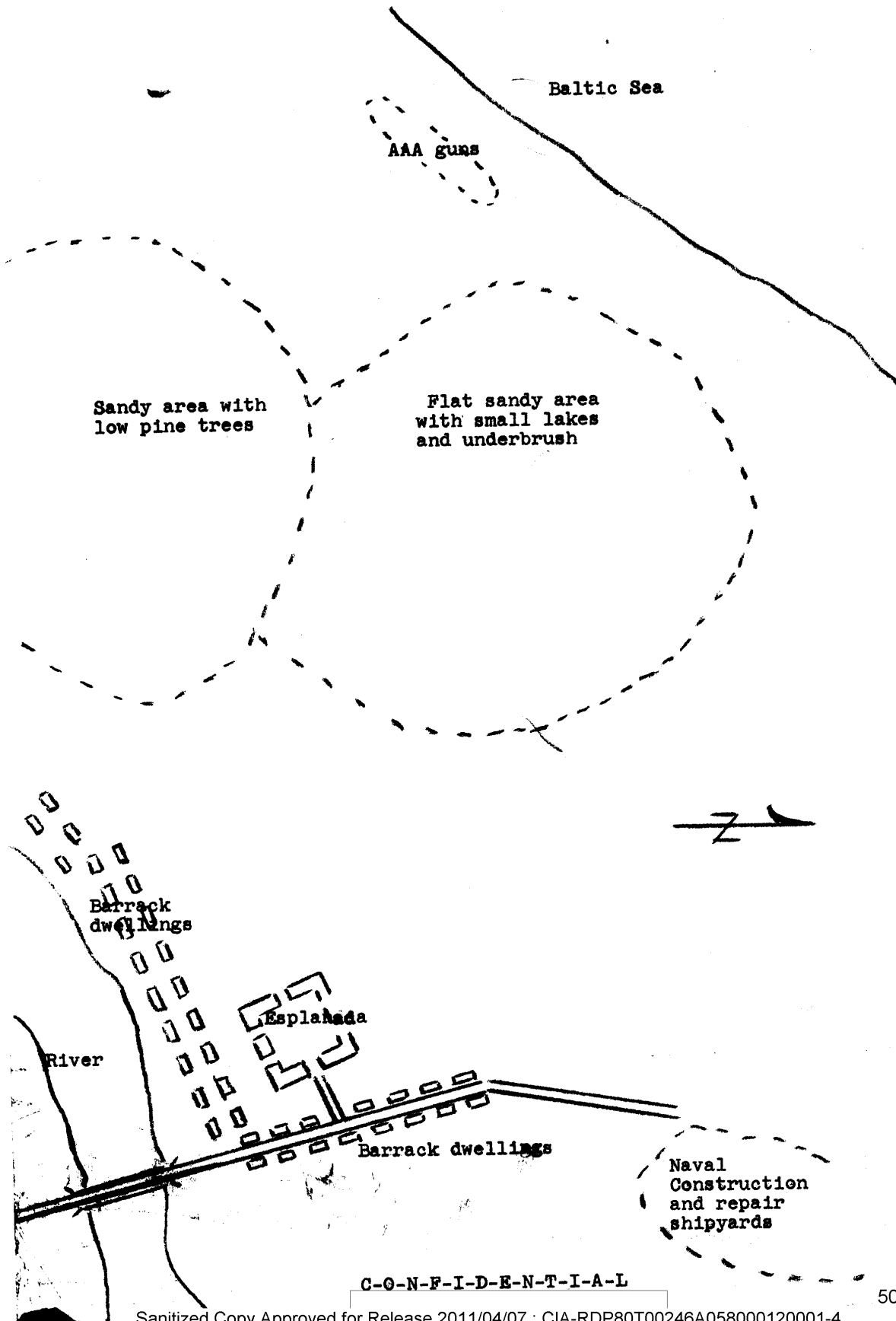
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Sketch No. 1: Esplanada and Environs (Point No. 7)
(Not to scale)



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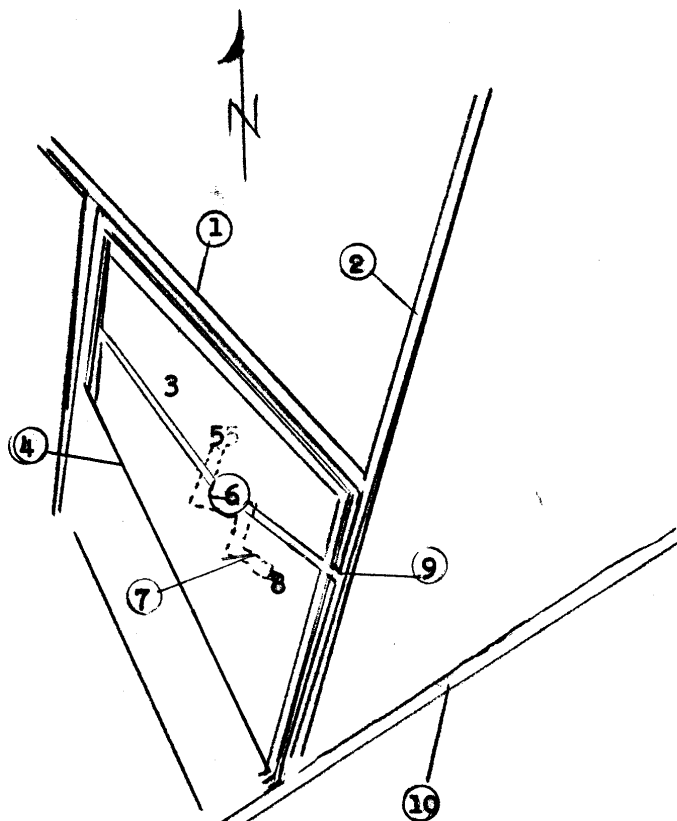
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Sketch No. 2: Public Atomic Airraid Shelter in Riga (No.188)
(Approximate scale 1:2,000)



Legend

1. Sarlotes iela.
2. Miera iela.
3. Park paths
4. Heavy line indicating the contour of the park.
5. Steps and shelter entrance.
6. Park circle where paths converged.
7. Dotted line indicating approximate location of the shelter.
8. Ventilation tower and emergency exit.
9. Park entrance, unguarded and without gates.
10. Lenina iela.

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